



Preliminary Roadway & Traffic Report

South Avenue Bridge Project

Bitterroot River - W of Missoula

BR 9032(65)

UPN 6296000

Missoula County, Montana

November 18, 2016

Prepared for:



Missoula County Department of Public Works
6086 Training Drive
Missoula, MT 59808

Prepared by:



HDR
700 SW Higgins Avenue, Ste. 200
Missoula, MT 59803



Contents

1	Introduction.....	1
1.1	General.....	1
1.2	Existing Roadway.....	1
1.3	Maclay Bridge Planning Study	2
2	Project Design Criteria	3
2.1	Roadway Design Standards.....	3
2.2	Bicycle and Pedestrian Facilities.....	4
2.3	Typical Sections	5
3	Proposed Improvements	6
3.1	Alignment Alternatives.....	6
3.2	Crash Data	7
3.3	Intersection Layout	8
3.4	Traffic Control and Safety Features	9
4	References	9

Tables

Table 2-1.	Missoula County Road Design Considerations	3
Table 3-1.	Provided Study Area AADT	9

Figures

Figure 1-1.	Site Map.....	1
Figure 2-1.	MDT roadway classifications near proposed bridge site	3
Figure 2-2.	City of Missoula Parks & Trails Map.....	4
Figure 2-3.	South Avenue Typical Section.....	5
Figure 2-4.	River Pines Road Typical Section	5
Figure 2-5.	Bridge Typical Section.....	6
Figure 3-1.	Roadway Alignment Alternatives.....	6
Figure 3-2.	Selected Roadway Alignment Alternatives.....	7
Figure 3-3.	Crash Data Study Area.....	8

Appendices

Appendix A: MDT Crash Data



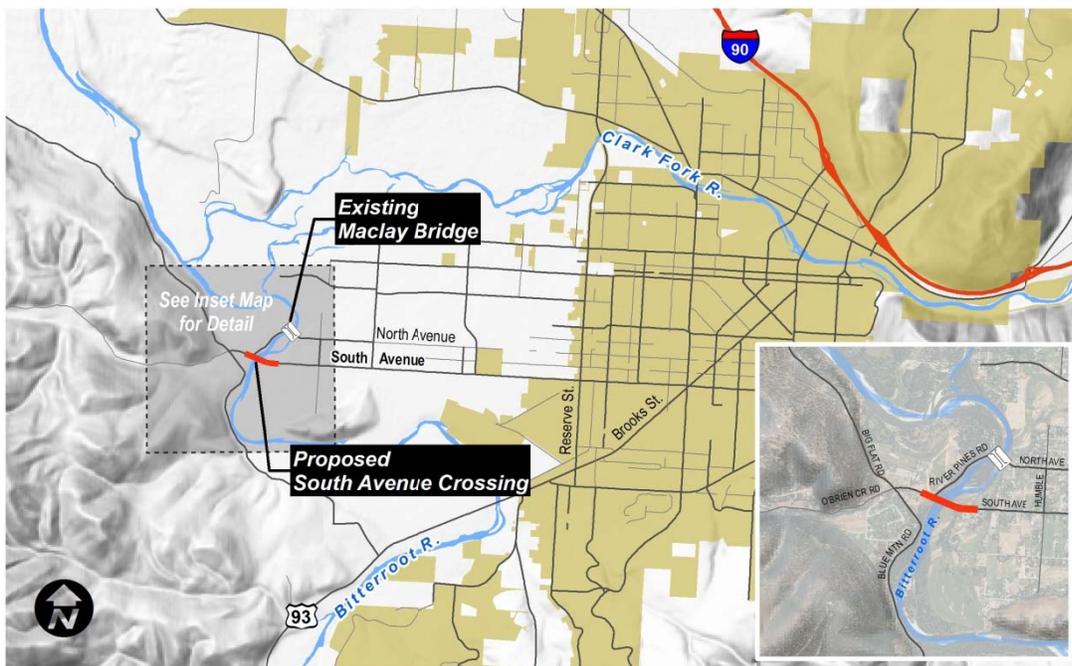
This page is intentionally left blank.

1 Introduction

1.1 General

This project involves the construction of a new bridge over the Bitterroot River to connect the terminus of South Avenue located on the east side of the river to River Pines Road located on the west side of the river. The project scope also includes roadway reconstruction at the new bridge approaches on River Pines Road and South Avenue. The current project limits extend between River Pines Road to the intersection of Hanson Drive and South Avenue. The project is located in Missoula County, outside the Missoula city limits.

Figure 1-1. Site Map



The purpose of this traffic report is to document the project design criteria, identify possible traffic control features, identify special operational needs along the new roadway alignment, conduct analysis of crash data to identify any dominant trends, and to provide traffic recommendations that will advance into final design.

1.2 Existing Roadway

This project involves the construction of a new bridge over the Bitterroot River to connect the terminus of South Avenue located on the east side of the Bitterroot River to River Pines Road located on the west side of the river. The project begins on the west side of the river, approximately 900 feet east of the River Pines Road/Blue Mountain Road intersection and extends east, over the Bitterroot River, to the intersection of South Avenue and Hanson Drive. The project is located in Missoula County, outside Missoula city limits. River Pines Road is currently classified as a Local Road. South Avenue is currently designated as a Local Road from the existing west terminus to the intersection with Humble Road.



The existing connection to River Pines Road over the Bitterroot River is located on North Avenue which is currently classified as an Urban Collector. Along with only carrying a single lane over the river, the bridge is currently posted with a load rating of 11-tons, limiting the ability of school buses and fire trucks to cross the bridge due to the narrow width and the weight restrictions. The existing structure is functionally obsolete due to an insufficient roadway width and insufficient roadway approach curves. Additional information on the existing bridge on North Avenue can be found in the project's *Bridge Type, Size and Location Report*.

The posted speed limit within the project limits on South Avenue is 25 mph while River Pines Road is posted at 35 mph. The speed limit on South Avenue increases to 35 mph east of Humble Road, outside the project limits.

1.3 Maclay Bridge Planning Study

In 1994, an Environmental Assessment (EA) was completed for a new bridge over the Bitterroot River at the extension of South Avenue. A Finding of No Significant Impact (FONSI) on the 1994 EA was never issued by the Federal Highway Administration (FHWA). The project was never advanced at the request of the Missoula County Commissioners due to a lack of funding. In 2002, Missoula County nominated the project to receive funding from the Montana Department of Transportation's (MDT) Off System Bridge Program. Since then, the project has risen in priority for the County and MDT.

With funding and technical assistance from MDT, a pre-National Environmental Policy Act (NEPA)/Montana Environmental Policy Act (MEPA) planning study was initiated at the request of the Missoula County Commissioners. The purpose of the study was to identify project needs and objectives, conduct public outreach, coordinate with stakeholders, and identify project alternatives that reasonably address the project issues. The results of this work are published in the *Final Maclay Bridge Planning Study, March 22, 2013*. On April 17, 2013 the Missoula County Commissioners voted to continue with project development for the Planning Study Preferred Alternative which includes a new bridge over the Bitterroot River at the extension of South Avenue.

2 Project Design Criteria

2.1 Roadway Design Standards

Figure 2-1. MDT roadway classifications near proposed bridge site



Source: MDT

Upon connecting South Avenue to River Pines Road, the segment between the eastern bridge end and Humble Road will likely be reclassified as an Urban Collector based on projected traffic volumes and removal of the existing bridge. This classification change would match the existing crossing located on North Avenue since it is assumed that traffic crossing the river would use the new crossing once the Maclay Bridge was removed. Requirements for an MDT system Urban Collector compare closely to Missoula County Standards for a Minor Collector. Therefore, the new bridge and roadway approaches will be designed to meet the minimum requirements for a Minor Collector road as listed in Table 6.1 of the Missoula County Public Works Manual, revised 2010.

Table 2-1. Missoula County Road Design Considerations

Design Parameter	Road Classification			
	Local	Minor Collector	Collector	Arterial
Design Speed (mph)	25-35	25-35	25-45	35-55
Max Vertical Grade (%)	10	8	6	6
Min Horizontal Curve Radius (ft)	150	200	525	900
Surface Width (ft)	24-32	32	44	44

Source: Missoula County Public Works Manual, 2010

A 32-ft approach roadway surface width on South Avenue is proposed for this project. This width would accommodate two 12-ft lanes and 4-ft shoulders.



River Pines Road is classified as a local route. Based on Missoula County design standards, the surface width ranges from 24-ft to 32-ft. With the removal of the existing Maclay Bridge on North Avenue, River Pines Road will mainly serve as local access to housing north of the intersection with no outlet. The proposed surface width for River Pines is 24-ft which perpetuates existing conditions

The existing posted speed limit on River Pines Road is 35 mph while the posted speed limit near the end of South Avenue is 25 mph. Farther east towards Humble Road, South Avenue has a posted speed limit of 30 mph. The posted speed limits will remain in place. A design speed of 35 mph is currently proposed as it meets both current MDT and Missoula County design standards.

Missoula County Floodplain regulations require 2-ft of freeboard between the bridge low chord and the 100-year flood event. The roadway profile grade will be developed so that the bridge low chord is at least 2-ft above the design flood event and allows adequate clearance for boaters during normal flows.

2.2 Bicycle and Pedestrian Facilities

The new bridge and approach roadway will accommodate future expansion of the sidewalk/trail network along South Avenue. The existing South Avenue Trail is located on the south side of the street and ends at Humble Road as shown in the figure below.

Figure 2-2. City of Missoula Parks & Trails Map



Source: City of Missoula

Options to provide a shared use path on one side of the structure or provide a sidewalk on each side of the structure have been considered. The Missoula County Public Works Manual shows a minimum sidewalk width of 5-ft for a residential area and a 7-ft sidewalk for a Collector roadway. Per Table 10.1 of the Missoula County Public Works Manual, a shared use path width on the bridge should be between 8-ft and 10ft. The AASHTO Guide for the Development of Bicycle Facilities, 2012, recommends a 10-ft minimum width for shared use paths.

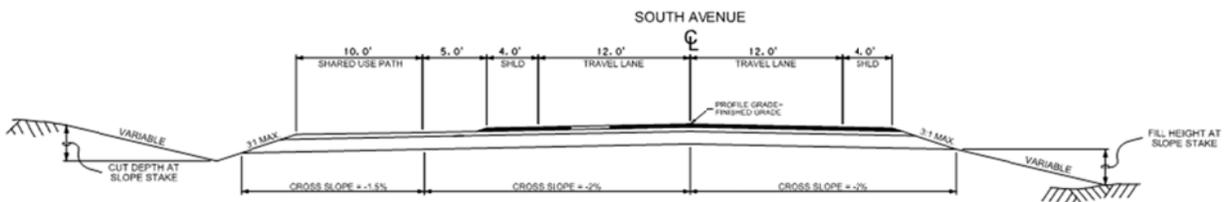
Based on input received during public meetings and direction from Missoula County, a 10-ft shared use path was selected to accommodate bicycles and pedestrians. Missoula County prefers to locate the path on the north side of the bridge to better accommodate existing development and future improvements along South Avenue. Additionally, locating the trail on the north side of the new bridge lessens impacts to O'Brien Creek where the new approach roadway connects to the existing River Pines Road. As improvements to South Avenue are extended beyond the limits of this project, an at-grade crossing will be required to connect to the existing South Avenue Trail near Humble Road.

Preliminary design recommendations include a 10-ft shared used path along the north side of South Avenue.

2.3 Typical Sections

Proposed roadway and bridge typical sections for South Avenue and River Pines Road are shown below.

Figure 2-3. South Avenue Typical Section



The typical section shown above represents the approach roadway section which would accommodate a minimum 5-ft separation where feasible between the proposed South Avenue edge of pavement and the shared use path for additional pedestrian safety. A concrete barrier would be required in areas where the 5-ft separation can not be accommodated.

Figure 2-4. River Pines Road Typical Section

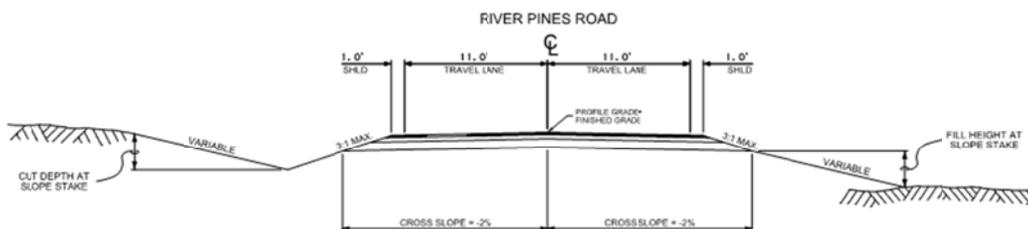
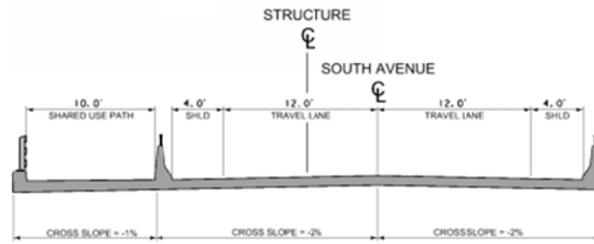


Figure 2-5. Bridge Typical Section



The bridge roadway width will match the approach roadway at 32-ft minimum face to face of traffic barrier plus a 10-ft shared use path along the north side of the bridge. See the *Bridge Type, Size and Location Report* for additional information.

3 Proposed Improvements

3.1 Alignment Alternatives

Several roadway alignment alternatives have been considered and are illustrated in the figure below.

Figure 3-1. Roadway Alignment Alternatives



The five alignments shown were developed with varying bridge lengths and river crossing skew angles. Out of the five alternatives shown above, two were advanced for further consideration, Alignment B and C. The remaining alternatives were not advanced due to sight distance issues, increased bridge length, proximity to O'Brien Creek, and non-standard vertical grades. Additional details for each alignment can be found in the project's *Bridge Type, Size and Location Report*.

Alignment B and Alignment C were renamed to Alternative 1 and Alternative 2 respectively.

Figure 3-2. Selected Roadway Alignment Alternatives



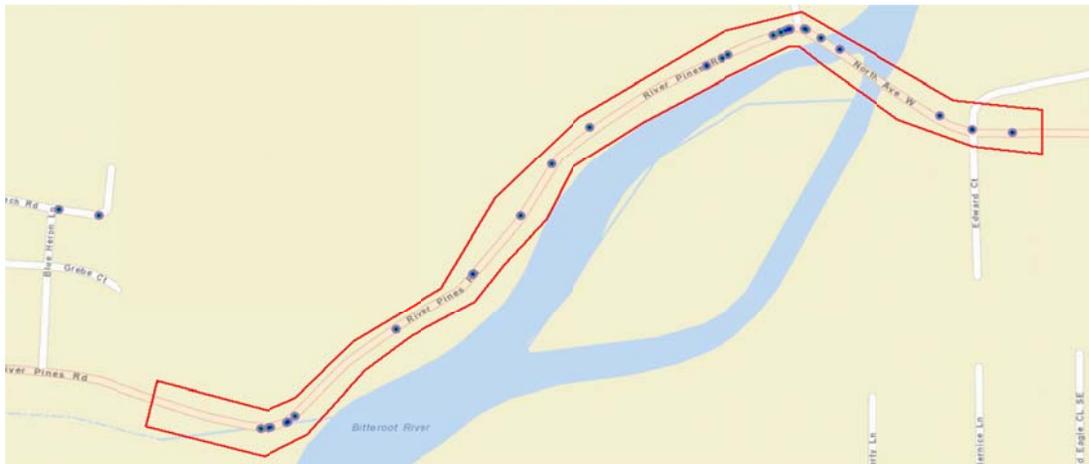
During a 100-year flood event, the high water will overtop the existing South Avenue roadway from its current west terminus to approximately 600-ft east. In order to minimize impacts to the existing floodplain and adequately convey high river flows, the new approach roadway grade should closely match the existing roadway elevation near the end of South Avenue. Matching the existing South Avenue grade also avoids significant impacts to the existing roadway approaches and perpetuates existing overtopping of the roadway during a flood event. Therefore, to the extent possible, the east bridge approach will closely match the existing South Avenue roadway grade.

In general, the roadway profile grade was set to provide adequate freeboard over the design flood event, provide clearance for boaters during normal flows, and to match the existing roadway grades. The maximum vertical roadway approach grades were limited at 5%, which is the maximum grade to comply with ADA requirements.

3.2 Crash Data

MDT provided crash data within the study area from Montana Highway Patrol records for the ten-year period of January 1, 2006 through December 31, 2015, presented in **Appendix A**. The study area included the existing crossing on North Avenue and is shown in the figure below. The detailed crash report provided by MDT includes several quantifiable features of each crash that are useful in analyzing trends, including crash type, lighting conditions, weather conditions, contributing circumstances, and the number and severity of injuries. Not all of the reported crashes have information for each feature so it is difficult to ascertain contributing factors for all crashes. This data does not include a crash rate or comparable facility crash rates, only reported crashes within the project area.

Figure 3-3. Crash Data Study Area



For the crash period, there were a total of 32 crashes of the following severity:

- 0 fatal injury crashes
- 1 incapacitating injury crash
- 6 non-incapacitating injury crashes
- 2 possible injury crashes
- 22 property damage only crashes
- 1 Unknown severity crash

Of the 32 crashes, the most common crash types reported included 23 fixed object crashes and four roll over crashes. Many of the fixed object crashes were with roadside objects such as fences, traffic barriers, trees and utility poles. Driver error is the most common cause of these crash types, and errors reported included drivers under the influence of alcohol or drugs and driving too fast for conditions. The crashes occurred throughout the study area with more crashes occurring along the curve at the west approach of the existing bridge on River Pines Road. Over one-third of all crashes (13 crashes) included drivers under the influence of drugs or alcohol.

3.3 Intersection Layout

MDT provided 2015 Average Annual Daily Traffic (AADT) volumes on study roadways within the project area. The *2013 Maclay Bridge Planning Study* included additional existing and forecasted AADT volumes. Further data such as hourly volumes, turning movement volumes, pedestrian and bicycle volumes, average or 85th percentile speeds, and origin-destination information were not available as part of this analysis. Because of the limited data available, this report includes no traffic analysis such as corridor or intersection level of service, signal warrant, or traffic forecasting analysis. Table 3.1 summarizes AADT from the two sources on key roadways in the project area.



Table 3-1. Provided Study Area AADT

Location	2015 MDT AADT	Maclay Bridge Planning Study AADT	
		2010 AADT	2040 AADT
River Pines Road W of Maclay Bridge	1,940	2,610	5,650
North Ave W of Clements Road	1,990	2,000	4,750
South Ave W of Clements Road	2,100	4,710	6,550
South Ave Btwn Humble & Pleasant	1,540	1,770	2,900

The study area roadways AADT volumes in 2015 are lower than the 2010 volumes used in the Maclay Bridge Planning Study. Despite the discrepancy of lower AADT in 2015, the current effort did not adjust 2040 projected AADT volumes which represent a more conservative approach.

The new intersection of South Avenue with River Pines Road will be a three-legged intersection with an east and west leg for South Avenue and a north leg for River Pines Road. The new intersection will be located a sufficient distance from the bridge end to ensure that the bridge end treatments and pedestrian rail or concrete barriers do not restrict sight distance for entering traffic. River Pines Road will serve as local access with no outlet to housing north of the intersection. Two-lane facilities, including at the new intersection, will accommodate the projected AADT. Peak hour turning movement volume is not available or projected for this study for a complete level of service analysis. The minor leg of the new intersection will only be used for local access with low relative AADT to the through traffic on South Avenue; single travel lanes for each approach will serve the expected low AADT.

3.4 Traffic Control and Safety Features

This study did not include level of service analysis of the new facility. The low projected AADTs and low volume land use for the minor leg of the new intersection of South Avenue and River Pines Road indicate a stop-controlled north leg will operate acceptably.

Crash data was collected from the existing North Avenue alignment and the most common crash type was fixed object crashes caused by driver error. The new roadway design will include elements such as enhanced roadside clear zones, traffic safety barriers, roadway illumination, pedestrian and bicycle facilities and proper roadway and intersection striping may also help reduce driver error fixed object crashes. The increased width and improved geometry of the new structure, including the addition of a second lane, should help address this type of crash trend as well.

4 References

1. Montana Department of Transportation, Montana Highway Functional Classification Map, 2012
2. Montana Department of Transportation, Montana Road Design Manual, 2008
3. Missoula County Public Works Manual, 2010
4. Montana Department of Transportation, Montana Traffic Engineering Manual, 2009
5. Guide for the Development of Bicycle Facilities, AASHTO, 2012



6. *Final Maclay Bridge Planning Study, March 22, 2013*
7. Manual of Uniform Traffic Control Devices for Streets and Highways, 2009 Edition
8. *Draft Bitterroot River-W of Missoula Bridge Type, Size and Location (TSL) Report, July 22, 2016*

Appendix A: MDT Crash Data

Montana Department of Transportation Crash Data - C032101N from RM 0.00 to 0.500 - January 1, 2006 - December 31, 2015

Crash Record Number	50084716	50080029	50078430	50076546	50072446	50070674	50058325	50055390
Crash Location			321010000-0031					00R00020W13N26
Corridor	C032101N	C032101N	C032101N	C032101N	C032101N	C032101N	C032101N	C032101N
RefPost+Offset	000+0.458	000+0.036	000+0.031	000+0.088	000+0.447	000+0.465	000+0.246	000+0.030
City		Missoula	Missoula					
County	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA
Crash Date	12/26/2015	10/2/2015	9/18/2015	7/21/2015	4/27/2015	12/1/2014	2/2/2014	12/10/2013
Crash Time	11:51	16:45	08:10	10:40	22:00	12:20	19:15	01:16
Crash Occ. Day of Week	SAT	FRI	FRI	TUE	MON	MON	SUN	TUE
Collision Type	Fixed Object	Sideswipe, Same Direction	Right Angle	Fixed Object	Roll Over	Fixed Object	Fixed Object	Fixed Object
Junction Relation (SmartCop)	NON-JUNCTION	INTERSECTION-RELATED	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	INTERSECTION
Relation to TrafficWay (SmartCop)	ROADSIDE RIGHT	ON ROADWAY	ON ROADWAY	ROADSIDE RIGHT	ROADSIDE RIGHT	ROADSIDE RIGHT	OUTSIDE RIGHT-OF-WAY	ROADSIDE RIGHT
Weather Condition	Cloudy	Cloudy	Cloudy	Cloudy	Cloudy	Cloudy	Cloudy	Snow
Road Surface Condition	ICE/FROST	DRY	DRY	DRY	DRY	SNOW	SNOW	ICE/FROST
Light Condition	DAYLIGHT	DAYLIGHT	DAYLIGHT	DARK-NOT LIGHTED	DAYLIGHT	DAYLIGHT	DARK-LIGHTED	DARK-NOT LIGHTED
Number of Vehicle Involved	1	2	2	1	1	1	1	1
Pedestrian Number (SMS)	0	0	0	0	0	0	0	0
Number of Fatality	0	0	0	0	0	0	0	0
Number of Injuries	0	0	1	0	1	0	0	1
Crash Injury Severity	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-incapacitating evident injury accident	Non-injury accident (property-damage-only accident)	Non-incapacitating evident injury accident	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-incapacitating evident injury accident
Contr. Circum. Envt. 1	NONE	NONE	NONE	NONE	NONE	NONE	NONE	WEATHER CONDITIONS
Contr. Circum. Envt. 3	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Envt. 2	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Road 1	ROAD SURFACE CONDITION (WET, ICY, SNOW, SLUSH, ETC.)	OBSTRUCTION IN ROADWAY	NONE	NONE	NONE	ROAD SURFACE CONDITION (WET, ICY, SNOW, SLUSH, ETC.)	ROAD SURFACE CONDITION (WET, ICY, SNOW, SLUSH, ETC.)	ROAD SURFACE CONDITION (WET, ICY, SNOW, SLUSH, ETC.)
Contr. Circum. Road 3	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Road 2	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
X-Coordinate	249162.90	249711.13	249716.67	249622.53	249185.81	249158.99	249435.86	249716.26
Y-Coordinate	299180.66	299565.93	299560.85	299539.42	299184.86	299176.80	299388.08	299566.92
Z-Coordinate							948.76	948.76
Type A Inj Crash?	No	No	No	No	No	No	No	No
Type B Inj Crash?	No	No	Yes	No	No	No	No	Yes
Type C Inj Crash?	No	No	No	No	No	No	No	No
Fatal Crash?	No	No	No	No	No	No	No	No
Driver Involved in Alcohol/Drugs?	No	No	No	No	No	No	Yes	Yes
MDT Determined Impaired Driver Crash?	No	No	No	No	No	No	Yes	Yes
Location Type			City				Yes	Yes
City Coordinate								Rural
SMS RANGE CODE	20W	20W	20W	20W	20W	20W	20W	20W
Section Code	27	26	26	26	27	27	26	26
Township Code	13N	13N	13N	13N	13N	13N	13N	13N
System Class (SMS)	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM
First Harmful Event (SmartCop)	COLLISION WITH FIXED OBJECT	COLLISION NON-FIXED OBJECT	COLLISION NON-FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT
First Harmful Event with Int. Area	NO	NO	NO	NO	NO	NO	NO	NO
First Harmful Event Detail	OTHER POST POLE OR SUPPORT	MOTOR VEHICLE IN TRANSPORT	MOTOR VEHICLE IN TRANSPORT	FENCE	FENCE	FENCE	OTHER POST POLE OR SUPPORT	UTILITY POLE/LIGHT SUPPORT
Reservation								
District	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula
Financial District	1	1	1	1	1	1	1	1
Officer Description Location	RIVER PINES RD	RIVER PINE RD	RIVER PINE RD	106 RIVER PINE RD	RIVER PINES DR	RIVER PINES RD	RIVER PINES	WB NORTH AVE W. AT RIVER PINE RD AND RIVERSID
Highway Class	Local	Local	Local	Local	Local	Local	Local	Local
Crash Intersecting Roadway	BLUE HERON LANE	RIVERSIDE DR		BLUE MOUNTAIN	BLUE MOUNTAIN	BLUE MTN RD	MACLAY BRIDGE	
Intersection Dist. From Crash	0.25	12.00		0.60	0.10	0.20	200.00	
Intersection Dir. From Crash	E	E	E	E	E	E	E	E
Type of Intersection	NOT AT INTERSECTION	T-INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	Y-INTERSECTION
Latitude	46.8495618179441	46.83313335407	46.832705586404	46.832028334221	46.8496116667495	46.8495249999504	46.8515698704869	46.8523867318183
Longitude	-114.105413407087	-114.098529999921	-114.098453493789	-114.099669996162	-114.10511666664	-114.105461666884	-114.101998368278	-114.098480818793
Speed Limit	35	35	35	35	35	35	35	35
Speed Unit	Mile	Mile	Mile	Mile	Mile	Mile	Mile	Mile
Access Control	None	None	None	None	None	None	None	None
Input Type								
Grade	Road curves: level	Road curves: level	Road curves: level	Road is straight: level	Road curves: level	Road curves: level	Road is straight: level	Road curves: level
SMS Road Surface Type	TAR AND GRAVEL	BLACKTOP	BLACKTOP	TAR AND GRAVEL	BLACKTOP	BLACKTOP	TAR AND GRAVEL	BLACKTOP
Traffic Control Type (SmartCop)								NO CONTROLS
Driver No Violations	No	Yes	Yes	No	Yes	Yes	Yes	No
Number of Non-motorist Involved	0	0	0	0	0	0	0	0
Number of Occupants	1	2	2	4	1	1	1	3
Drug Involvement								
Non-motorist Alcohol/Drug?	No	No	No	No	No	No	No	No
Occupant Alcohol/Drug?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hit and Run Description	No	No	No	No	No	No	No	Yes
Railway Crossing ID								
Roadway Bikeway Facility (SmartCop)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Commercial Vehicle Involved?								
Commercial No.	0	0	0	0	0	0	0	0
School Bus Related	NO	NO	NO	NO	NO	NO	NO	NO
Site Study?								
Site Study Recom.								
Work Zone Activity Type (SmartCop)								
WZ Law Enf. Present?								
WZ Loc. Of Crash								
WZ Worker Present?								
Investigating Officer Agency	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL
Comments							959	
Date Update	12/31/2015	2/21/2016	12/8/2015	2/21/2016	5/22/2015	2/21/2016	9/11/2014	5/22/2015
User Update	INTERFACED-10508	INTERFACED-11597	INTERFACED-10042	INTERFACED-11597	INTERFACED-5986	INTERFACED-11597	INTERFACED-1450	INTERFACED-5986
Work Zone Activity Type								None
Workzone related?	No	No	No	No	No	No	No	No
Supervisor Approved Date	12/30/2015	10/4/2015	9/28/2015	7/26/2015	4/28/2015	12/2/2014	3/7/2014	12/12/2013

Montana Department of Transportation Crash Data - C032101N from RM 0.00 to 0.500 - January 1, 2006 - December 31, 2015

Crash Record Number	50037790	50056374	50056544	50051280	50050789	50041614	50041436	50040915
Crash Location	00R00020W13N27	00R00020W13N26	00R00020W13N27	00R00020W13N26	00R00020W13N27	00R00020W13N26		
Corridor	C032101N	C032101N	C032101N	C072811N	C032101N	C032101N	C032101N	C032101N
RefPost+Offset	000+0.460	000+0.030	000+0.460	000+0.130	000+0.440	000+0.020	000+0.009	000+0.021
City								
County	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA
Crash Date	11/6/2013	10/26/2013	10/25/2013	7/3/2013	5/13/2013	7/22/2012	6/20/2012	6/6/2012
Crash Time	07:55	03:00	01:00	09:00	14:32	02:25	17:50	03:00
Crash Occ. Day of Week	WED	SAT	FRI	WED	MON	SUN	WED	WED
Collision Type	Fixed Object	Fixed Object	Fixed Object	Fixed Object	Fixed Object	Fixed Object	Rear-End	Fixed Object
Junction Relation (SmartCop)	NON-JUNCTION	INTERSECTION-RELATED	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	INTERSECTION-RELATED
Relation to TrafficWay (SmartCop)	ROADSIDE LEFT	ROADSIDE RIGHT	ROADSIDE LEFT	ROADSIDE RIGHT	ROADSIDE LEFT	ON ROADWAY	ON ROADWAY	ROADSIDE LEFT
Weather Condition	Snow	Clear	Clear	Clear	Clear	Clear	Clear	Rain
Road Surface Condition	SNOW	DRY	DRY	DRY	DRY	DRY	DRY	WET
Light Condition	DAYLIGHT	DARK-NOT LIGHTED	DARK-NOT LIGHTED	DAYLIGHT	DAYLIGHT	DARK-NOT LIGHTED	DAYLIGHT	DARK-NOT LIGHTED
Number of Vehicle Involved	1	1	1	1	1	1	2	1
Pedestrian Number (SMS)	0	0	0	0	0	0	0	0
Number of Fatality	0	0	0	0	0	0	0	0
Number of Injuries	0	0	1	0	1	0	0	1
Crash Injury Severity	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-incapacitating evident injury accident	Non-injury accident (property-damage-only accident)	Possible injury accident	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Possible injury accident
Contr. Circum. Envt. 1	WEATHER CONDITIONS	NONE	NONE	NONE	NONE	NONE	NONE	WEATHER CONDITIONS
Contr. Circum. Envt. 3	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Envt. 2	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Road 1	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Road 3	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Road 2	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
X-Coordinate	249165.93	249716.26	249165.93	249936.62	249191.34	249732.71	249751.78	249730.61
Y-Coordinate	299178.88	299566.92	299178.88	299445.99	299188.96	299566.68	299553.69	299567.45
Z-Coordinate	949.53	948.76	949.53	940.84	949.36	948.76	937.44	937.34
Type A Inj Crash?	No	No	No	No	No	No	No	No
Type B Inj Crash?	No	No	Yes	No	No	No	No	No
Type C Inj Crash?	No	No	No	No	Yes	No	No	Yes
Fatal Crash?	No	No	No	No	No	No	No	No
Driver Involved in Alcohol/Drugs?	No	Yes	No	No	Yes	Yes	No	Yes
MDT Determined Impaired Driver Crash?	No	Yes	Yes	No	Yes	Yes	No	Yes
Location Type	Rural	Rural	Rural	Rural	Rural	Rural	Rural	Rural
City Coordinate								
SMS RANGE CODE	20W	20W	20W	20W	20W	20W	20W	20W
Section Code	27	26	27	27	27	26	26	26
Township Code	13N	13N	13N	13N	13N	13N	13N	13N
System Class (SMS)	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM
First Harmful Event (SmartCop)	COLLISION NON-FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION NON-FIXED OBJECT	COLLISION WITH FIXED OBJECT
First Harmful Event with Int. Area	NO	NO	NO	NO	NO	NO	NO	NO
First Harmful Event Detail	OTHER NON-COLLISION	EMBANKMENT	DITCH	FENCE	FENCE	CONCRETE TRAFFIC BARRIER	MOTOR VEHICLE IN TRANSPORT	CONCRETE TRAFFIC BARRIER
Reservation								
District	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula
Financial District	1	1	1	1	1	1	1	1
Officer Description Location	RIVER PINES ROAD	102 RIVER PINE RD WB	RIVER PINES ROAD	4611 NORTH AVENUE WEST	200 BLK RIVER PINE RD WB	NORTH AVE	RIVER PINES RD	RIVER PINES AT NORTH AVENUE
Highway Class	Local	Local	Local	Major Collector	Local	Local	Local	Local
Crash Intersecting Roadway		RIVERSIDE DR.			BIG FLAT RD			
Intersection Dir. From Crash					0.50			
Type of Intersection	NOT AT INTERSECTION	T-INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	Y-INTERSECTION
Latitude	46.8495184800991	46.853325336534	46.8495822697878	46.8522772410079	46.849677907303	46.853730693161	46.853216666667	46.853867318183
Longitude	-114.105554082815	-114.098555920646	-114.105474930257	-114.09555355669	-114.105065139011	-114.098330531269	-114.098413333333	-114.098282754421
Speed Limit	35	35	35	35	35	35	35	35
Speed Unit	Mile	Mile	Mile	Mile	Mile	Mile	Mile	Mile
Access Control	None	None	None	None	None	None	None	None
Input Type								
Grade	Road curves: level	Road curves: level	Road curves: level	Road curves: grade	Road curves: level	Road curves: level	Road is straight: level	Road curves: grade
SMS Road Surface Type	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP
Traffic Control Type (SmartCop)				PERSON (INCLUDING FLAGGER LAW ENFORCEMENT CROSSING GUARD ETC.)				RAILWAY CROSSBUCKS ONLY
Driver No Violations	No	No	No	No	Yes	No	No	No
Number of Non-motorist Involved	0	0	0	0	0	0	0	0
Number of Occupants	1	1	1	2	1	1	2	1
Drug Involvement								
Non-motorist Alcohol/Drug?	No	No	No	No	No	No	No	No
Occupant Alcohol/Drug?	No	No	Yes	Yes	No	No	No	No
Hit and Run Description	No	Yes	Yes	Yes	No	Yes	No	Yes
Railway Crossing ID								
Roadway Bikeway Facility (SmartCop)			NONE		NONE			
Commercial Vehicle Involved?	No	No	No	No	No	No	No	No
Commercial No.	0	0	0	0	0	0	0	0
School Bus Related	NO	NO	NO	NO	NO	NO	NO	NO
Site Study?								
Site Study Recom.								
Work Zone Activity Type (SmartCop)								
WZ Law Enf. Present?								
WZ Loc. Of Crash								
WZ Worker Present?								
Investigating Officer Agency	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL
Comments								
Date Update	9/11/2014	9/11/2014	5/22/2015	9/11/2014	5/22/2015	9/11/2014	9/11/2014	9/11/2014
User Update	INTERFACED-1450	INTERFACED-1450	INTERFACED-5986	INTERFACED-1450	INTERFACED-5986	INTERFACED-1450	INTERFACED-1450	INTERFACED-1450
Work Zone Activity Type	None	None	None	None	None	None	None	None
Workzone related?	No	No	No	No	No	No	No	No
Supervisor Approved Date	11/7/2013	1/20/2014	11/25/2013	7/18/2013	5/20/2013	7/24/2012	7/6/2012	6/20/2012

Montana Department of Transportation Crash Data - C032101N from RM 0.00 to 0.500 - January 1, 2006 - December 31, 2015

Crash Record Number	50028915	50029232	50027093	50027839	50018358	50008041	50003331	0800015980702
Crash Location	00R00020W13N27	00R00020W13N26	00R00020W13N26	00R00020W13N26	00R00020W13N27	00R00020W13N26	00R00020W13N06	
Corridor	C032101N	C072811N	C032101N	C032101N	C032101N	C032101N	C032101N	C032101N
RefPost+Offset	000+0.446	000+0.082	000+0.077	000+0.033	000+0.355	000+0.041	000+0.294	000+0.021
City								
County	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA
Crash Date	3/14/2011	3/2/2011	1/26/2011	1/21/2011	1/18/2010	2/5/2009	10/23/2008	7/8/2008
Crash Time	15:30	23:00	09:30	02:45	21:02	00:00	01:10	00:23
Crash Occ. Day of Week	MON	WED	WED	FRI	MON	THU	THU	TUE
Collision Type	Fixed Object	Fixed Object	Fixed Object	Fixed Object	Fixed Object	Fixed Object	Roll Over	Fixed Object
Junction Relation (SmartCop)	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION
Relation to TrafficWay (SmartCop)	ROADSIDE RIGHT	ROADSIDE RIGHT	ROADSIDE RIGHT	UNKNOWN	ROADSIDE LEFT	UNKNOWN	UNKNOWN	ROADSIDE LEFT
Weather Condition	Cloudy	Cloudy	Fog, smog, smoke	Cloudy	Clear	Clear	Clear	Clear
Road Surface Condition	DRY	ICE/FROST	WET	ICE/FROST	DRY	DRY	WET	DRY
Light Condition	DAYLIGHT	DARK-NOT LIGHTED	DAYLIGHT	DARK-NOT LIGHTED	DARK-NOT LIGHTED	DARK-NOT LIGHTED	DARK-NOT LIGHTED	DARK-NOT LIGHTED
Number of Vehicle Involved	1	1	1	1	1	1	1	1
Pedestrian Number (SMS)	0	0	0	0	0	0	0	0
Number of Fatality	0	0	0	0	0	0	0	0
Number of Injuries	0	0	0	0	0	0	0	1
Crash Injury Severity	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Unknown	Non-injury accident (property-damage-only accident)	Non-incapacitating evident injury accident
Contr. Circum. Envt. 1	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Envt. 3	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Envt. 2	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Road 1	NONE	ROAD SURFACE CONDITION (WET, ICY, SNOW, SLUSH, ETC.)	ROAD SURFACE CONDITION (WET, ICY, SNOW, SLUSH, ETC.)	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Road 3	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Contr. Circum. Road 2	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
X-Coordinate	249183.67	249867.84	249641.40	249716.26	249304.92	249700.93	249385.61	249730.61
Y-Coordinate	299183.61	299464.63	299538.61	299566.92	299279.17	299562.42	299332.37	299567.45
Z-Coordinate	949.41	939.74	948.76	948.76	948.76	948.76	948.76	948.76
Type A Inj Crash?	No	No	No	No	No	No	No	No
Type B Inj Crash?	No	No	No	No	No	No	No	Yes
Type C Inj Crash?	No	No	No	No	No	No	No	No
Fatal Crash?	No	No	No	No	No	No	No	No
Driver Involved in Alcohol/Drugs?	Yes	No	No	Yes	No	No	Yes	Yes
MDT Determined Impaired Driver Crash?	Yes	No	No	Yes	Yes	No	Yes	Yes
Location Type	Rural	Rural	Rural	Rural	Rural	Rural	Rural	Rural
City Coordinate								
SMS RANGE CODE	20W	20W	20W	20W	20W	20W	20W	20W
Section Code	27	26	26	27	27	26	06	06
Township Code	13N	13N	13N	13N	13N	13N	13N	13N
System Class (SMS)	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM
First Harmful Event (SmartCop)	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	NON-COLLISION	COLLISION WITH FIXED OBJECT
First Harmful Event with Int. Area	NO	NO	NO	NO	NO	NO	NO	NO
First Harmful Event Detail	TREE (STANDING)	OTHER FIXED OBJECT (WALL BUILDING TUNNEL ETC.)	FENCE	DITCH	FENCE	OTHER FIXED OBJECT (WALL BUILDING TUNNEL ETC.)	OVERTURN/ROLLOVER	OTHER FIXED OBJECT (WALL BUILDING TUNNEL ETC.)
Reservation								
District	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula
Financial District	1	1	1	1	1	1	1	1
Officer Description Location	RIVER PINE RD	NORTH AVE AT EDWARD DR	RIVER PINES JUST WEST OF THE BRIDGE	RIVERPINE RD, MCLAY BRIDGE	RIVER PINES ROAD	RIVER PINES ROAD	BIG FLAT ROAD .2 MILES E SHERMAN GULCH	
Highway Class	Local	Major Collector	Local	Local	Local	Local	Local	Local
Crash Intersecting Roadway					BLUE HERON LANE			
Intersection Dir. From Crash								
Type of Intersection	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION	NOT AT INTERSECTION
Latitude	46.849511442706	46.85325	46.853136666667	46.853282333333	46.850252525039	46.85335	46.9074315670878	
Longitude	-114.10502532497	-114.096431666667	-114.09941	-114.098516666667	-114.103532843292	-114.098706666667	-114.187480369583	
Speed Limit	35	35	25	35	35	35	35	35
Speed Unit	Mile	Mile	Mile	Mile	Mile	Mile	Mile	Mile
Access Control	None	None	None	None	None	None	None	None
Input Type								
Grade	Road curves: level	Road curves: level	Road curves: grade	Road curves: level	Road is straight: level	Road curves: level	Road is straight: grade	Unknown
SMS Road Surface Type	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP	BLACKTOP
Traffic Control Type (SmartCop)								
Driver No Violations	No	No	Yes	No	Yes	No	Yes	Yes
Number of Non-motorist Involved	0	0	0	0	0	0	0	0
Number of Occupants	4	2	1	1	1	1	2	1
Drug Involvement								
Non-motorist Alcohol/Drug?	No	No	No	No	No	No	No	No
Occupant Alcohol/Drug?	Yes	No	No	No	No	Yes	Yes	No
Hit and Run Description	Yes	No	No	No	No	Yes	No	Yes
Railway Crossing ID								
Roadway Bikeway Facility (SmartCop)								
Commercial Vehicle Involved?	No	No	No	No	NONE	NONE	NONE	NONE
Commercial No.	0	0	0	0	0	0	0	0
School Bus Related	NO	NO	NO	NO	NO	NO	NO	NO
Site Study?					No	No	No	No
Site Study Recom.								
Work Zone Activity Type (SmartCop)								
WZ Law Enf. Present?								
WZ Loc. Of Crash								
WZ Worker Present?								
Investigating Officer Agency	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL	MONTANA HIGHWAY PATROL
Comments								
Date Update	9/11/2014	9/11/2014	9/11/2014	9/11/2014	2/21/2016	9/11/2014	9/11/2014	6/29/2014
User Update	INTERFACED-1450	INTERFACED-1450	INTERFACED-1450	INTERFACED-1450	INTERFACED-11597	INTERFACED-1450	INTERFACED-1450	IMPORT-1187
Work Zone Activity Type	None	None	None	None	None	None	None	None
Workzone related?	No	No	No	No	No	No	No	No
Supervisor Approved Date	3/28/2011	3/28/2011	2/24/2011	2/3/2011		2/13/2009	1/19/2009	

Montana Department of Transportation Crash Data - C032101N from RM 0.00 to 0.500 - January 1, 2006 - December 31, 2015

Crash Record Number	0800018330403	0800017450103	0700012451207	0700015820609	0600017690707	0600016540708	0600013960702	0600015980105
Crash Location	00R02720W13N26			0000003920734				
Corridor	C032101N	C032101N	C032101N	C072811N	C032101N	C032101N	C072811N	C032101N
RefPost+Offset	000+0.072	000+0.207	000+0.036	000+0.104	000+0.036	000+0.172	000+0.005	000+0.031
City				Missoula				
County	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA	MISSOULA
Crash Date	4/12/2008	1/7/2008	12/22/2007	6/21/2007	7/29/2006	7/9/2006	7/4/2006	1/8/2006
Crash Time	01:20	11:30	03:30	19:25	19:10	18:27	19:08	01:25
Crash Occ. Day of Week	SAT	MON	SAT	THU	SAT	SUN	TUE	SUN
Collision Type	Fixed Object	Fixed Object	Fixed Object	Right Angle	Roll Over	Parked Vehicle	Fixed Object	Roll Over
Junction Relation (SmartCop)	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	INTERSECTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION	NON-JUNCTION
Relation to TrafficWay (SmartCop)								
Weather Condition	Clear	Cloudy	Cloudy	Clear	Clear	Clear	Clear	Cloudy
Road Surface Condition	DRY	ICE/FROST	DRY	DRY	DRY	DRY	DRY	ICE/FROST
Light Condition	DARK-NOT LIGHTED	DAYLIGHT	DARK-NOT LIGHTED	DAYLIGHT	DAYLIGHT	DAYLIGHT	DAYLIGHT	DARK-NOT LIGHTED
Number of Vehicle Involved	1	1	1	2	1	2	1	1
Pedestrian Number (SMS)	0	0	0	0	0	0	0	0
Number of Fatality	0	0	0	0	0	0	0	0
Number of Injuries	0	0	0	0	1	0	0	3
Crash Injury Severity	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Incapacitating injury accident	Non-injury accident (property-damage-only accident)	Non-injury accident (property-damage-only accident)	Non-incapacitating evident injury accident
Contr. Circum. Envt. 1								
Contr. Circum. Envt. 3								
Contr. Circum. Envt. 2								
Contr. Circum. Road 1		ROAD SURFACE CONDITION (WET, ICY, SNOW, SLUSH, ETC.)						ROAD SURFACE CONDITION (WET, ICY, SNOW, SLUSH, ETC.)
Contr. Circum. Road 3								
Contr. Circum. Road 2								
X-Coordinate	249677.28	249469.36	249711.69	249896.24	249711.69	249515.47	249764.87	249718.30
Y-Coordinate	299486.19	299442.24	299565.75	299451.45	299565.75	299480.52	299543.93	299571.35
Z-Coordinate								
Type A Inj Crash?	No	No	No	No	Yes	No	No	No
Type B Inj Crash?	No	No	No	No	No	No	No	Yes
Type C Inj Crash?	No	No	No	No	No	No	No	No
Fatal Crash?	No	No	No	No	No	No	No	No
Driver Involved in Alcohol/Drugs?	No	No	No	Yes	Yes	No	Yes	Yes
MDT Determined Impaired Driver Crash?	No	No	No	Yes	Yes	No	Yes	Yes
Location Type	Rural			City				
City Coordinate				000003920734				
SMS RANGE CODE	20W			20W				
Section Code	26			26				
Township Code	13N			13N				
System Class (SMS)		OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM	OFF SYSTEM
First Harmful Event (SmartCop)	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION WITH FIXED OBJECT	COLLISION NON-FIXED OBJECT	NON-COLLISION	COLLISION NON-FIXED OBJECT	COLLISION WITH FIXED OBJECT	NON-COLLISION
First Harmful Event with Int. Area								
First Harmful Event Detail	FENCE	FENCE	UTILITY POLE/LIGHT SUPPORT	MOTOR VEHICLE IN TRANSPORT	OVERTURN/ROLLOVER	PARKED MOTOR VEHICLE	BRIDGE RAIL	OVERTURN/ROLLOVER
Reservation								
District	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula	Missoula
Financial District	1	1	1	1	1	1	1	1
Officer Description Location								
Highway Class	Local	Local	Local	Major Collector	Local	Local	Major Collector	Local
Crash Intersecting Roadway								
Intersection Dist. From Crash								
Intersection Dir. From Crash								
Type of Intersection								
Latitude				46.8523824194				
Longitude				-114.096017356				
Speed Limit	35			35				
Speed Unit	Mile	Mile	Mile	Mile	Mile	Mile	Mile	Mile
Access Control								
Input Type								
Grade		Unknown	Unknown	Road is straight: level	Unknown	Unknown	Unknown	Unknown
SMS Road Surface Type								
Traffic Control Type (SmartCop)								
Driver No Violations	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Number of Non-motorist Involved	0	0	0	0	0	0	0	0
Number of Occupants	1	1	1	4	2	2	2	4
Drug Involvement								
Non-motorist Alcohol/Drug?	No	No	No	No	No	No	No	No
Occupant Alcohol/Drug?	No	No	No	Yes	Yes	No	Yes	Yes
Hit and Run Description	Yes	No	Yes	Yes	No	No	Yes	No
Railway Crossing ID								
Roadway Bikeway Facility (SmartCop)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Commercial Vehicle Involved?	No	No	No	No	No	No	No	No
Commercial No.	0	0	0	0	0	0	0	0
School Bus Related								
Site Study?	No	No	No	No	No	No	No	No
Site Study Recom.								
Work Zone Activity Type (SmartCop)								
WZ Law Enf. Present?								
WZ Loc. Of Crash								
WZ Worker Present?								
Investigating Officer Agency								
Comments								
Date Update	6/29/2014	6/29/2014	6/29/2014	6/29/2014	6/29/2014	6/29/2014	6/29/2014	6/29/2014
User Update	IMPORT-1187	IMPORT-1187	IMPORT-1187	IMPORT-1187	IMPORT-1187	IMPORT-1187	IMPORT-1187	IMPORT-1187
Work Zone Activity Type	None	None	None	None	None	None	None	None
Workzone related?								
Supervisor Approved Date								